

## MEETING SUMMARY

### CHINATOWN-INTERNATIONAL DISTRICT TRANSPORTATION COMMITTEE

AUGUST 25, 2004

2:00 PM – 3:30 PM

PANAMA TEA HOUSE, 607 S MAIN

## ATTENDEES

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Ray Chinn, CIDBIA Board Member  
Tom Im, Interim Community Development  
Association  
Mike Olson, Transia & Merchants Parking  
Tim Wang, Acting Executive Director,  
CIDBIA

Jane Finch, Employer Transportation  
Representative, KC Metro  
Randy Wiger, Seattle Department of  
Transportation (SDOT)  
  
Notes taken by Randy Wiger, SDOT

## ACTION ITEMS

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- Tim will begin working with Stella to develop a scope for a resident parking and access promotional package.
- Tim will present the three new projects to the CIDBIA Board.

## NEXT PARKING MATRIX PROJECTS

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Since the last meeting, Tim met with the CIDBIA Board and presented the CID Parking Matrix with the intent of identifying several projects to take on. The following projects were selected (see CID Parking Matrix for details):

Line 7: Implement programs to assist employees and residents find alternative parking or transportation methods simultaneously with increasing signs and meters to encourage turnover.

Line 13: Educate the public about parking regulations through translated materials, improved non-language based signage, and education/outreach campaigns.

Line 15: Restructure shuttle service programs designed for residents, employees and customers/tourists. Change the scheduling of existing programs to better meet the needs as identified in the Parking Needs Assessment.

Line 19: Make a commitment on the part of the committee, City and Metro to represent and include the traditionally disenfranchised groups in parking planning and project implementation. This includes translations of documents and more culturally appropriate outreach methods to engage residents and limited English-speaking employees.

Line 21: Restructure the token parking program to increase ease of access for customers. Include incentives for use of shuttle, carpool, ways to ensure that neighborhood

businesses are being patronized, increase turnover, and address the needs of clients of social service providers that may need more than 2 hours of parking.

After some discussion, it was decided that Lines 7, 13, and 19 could be consolidated and that, along with Line 15 and 21, these would be good candidates for projects to work on this fall. Tim will present these to the CIDBIA Board at their October retreat.

Tim shared that Interim is hiring a graphic design staff person to develop retail-oriented wayfinding signage in several languages, and expressed hope that this project might be able to include some kind of parking-related signs of use to residents. Tom said this is part of a grant-funded program of interpretive signage that will help to identify this community and neighborhood as unique.

Mike said that Transia does have a resident parking program where residents can save 50% off of the regular monthly rates, but Transia does not have a good means to bring this program to the attention of residents in Chinatown-International District.

Tim said he Stella Chao of the International District Housing Alliance had been planning to attend today's meeting and that he would follow up with her on developing a scope for a resident parking and access promotional package.

#### **TRANSIA SHUTTLES**

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Mike shared that Transia has begun providing new shuttle service to a local business. Employees of a business decided they wanted to try and commit to arriving and leaving in the same window of time. Doing this enabled Transia to offer them shuttle service from the lot at 4<sup>th</sup> Avenue S and S Lander to their office building. This will reduce some traffic and congestion in the area.

Mike added that Transia operates shuttle service throughout Seattle such as from the ferries or King Street Station to client worksites. Additionally Transia is able to use their shuttle vans during the day for office field trips, which eliminates the need for everyone in a particular office to drive to and from the field trip location in the middle of the day. Mike said using the vans in this way provides and convenience to businesses and employees and reduces car trips and traffic.

#### **PARKING AND PAY STATION QUESTIONS**

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At the previous meeting the workgroup raised several questions about pay stations and the City's parking policies in general. Below are the answers Randy presented:

- No, pay stations are NOT subject to the Landmark Review Board and the neighborhood's Historic District regulations.
- If they so desire, Landmark Review Boards may request an educational presentation to learn about pay stations from SDOT staff by contacting Mary Catherine Snyder at 684-8110 or Meghan Shepard at 684-4208.

- Fraudulent pay station receipts are prevented by means of a watermark that appears on the receipt, and by multiple colors being used to print the receipt that make it harder and more costly to forge (Randy passed around a pay station receipt for committee members to inspect).
- The cost per pay station unit is around \$7,000. This does not include installation costs, as these costs are not tracked separately since installation of fixtures in the right-of-way are part of routine SDOT program activities.
- The Chinatown-International District is on the 2005/2006 list of neighborhoods to get pay stations. At this time the order of neighborhoods in which pay stations will be installed in this 2-year period has not been established. The order will be developed later in 2004.
- SDOT is installing bike racks in areas where parking meters are being removed and pay stations installed. SDOT has no plans to charge for the use of bike racks.
- SDOT and Seattle Police Department (SPD) staff are working together on a broad campaign to address potential abuse of disabled parking privileges. SPD is doing an enforcement emphasis to address misuse of disabled parking placards. Police have found placards in use that are registered to people who are deceased, placards that have expired, or that have been reported lost and since replaced. In addition, SDOT is proposing legislation to allow a 4-hour time limit for vehicles with disabled parking placards (but not disabled license plates) to ensure that parking meters and the new pay stations can effectively provide short-term parking for business district visitors. The legislation is likely to be transmitted to City Council later this fall.

The committee asked about the possibility of having the pay stations display information in languages other than English. Randy commented that the pay stations already display information in Chinese and Spanish in addition to English.

Randy provided copies of the quick instruction cards on how to use a pay station. These cards are being delivered to businesses on each block where pay stations are installed, and can be given out to customers to help them in becoming familiar with how the pay stations operate.

#### **NEIGHBORHOOD PARKING PROGRAM PROJECT FUNDS**

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Randy passed around examples of several completed neighborhood projects that the Making the Parking System Work Program (MPSW) had funded. These include a number of neighborhood parking and access maps showing all the different transportation methods of getting to, from and around a neighborhood, as well as projects such as developing small business access programs and parking validation programs. Randy shared that the MPSW program can provide small amounts of funding to assist neighborhoods in implementing projects consistent with the goals of the program. Randy suggested that some of the new projects the committee was considering working on this fall might good candidates for using some of these funds.

Tim asked if the MPSW project funding could be used in conjunction with other City grants. He elaborated that the CIDBIA had received a grant from the City's Office of Economic Development to update and reprint a business promotion map. Randy said yes, MPSW funds could be used in conjunction with other City funds, and went on to say that the program had assisted Pioneer Square recently on adding transportation and access information on a similar map project.

### **Employer Commute Trip Reduction Update**

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Jane said that work was nearly complete on defining the incentives package for the work with non-affected businesses (businesses not subject to the State's Commute Trip Reduction law) made possible by the Commute Trip Reduction (CTR) Performance Grant Award. Patsy (of the Duwamish TMA) will work with non-affected employers and Jane already works with affected employers in the C-ID (which are Vulcan and Watchguard) and will also work with some of the non-affected employers (Amazon is also an CTR-affected employer, but is handled by a different Metro staff person). Jane will work with the five large non-affected employers that this Transportation Committee had previously identified (Asian Counseling and Referral Service, International Community Health Services, Chinese Information Services Center, Seattle Chinatown-International District Public Development Authority, and Uwajimaya and its tenant businesses). Jane pointed out that any business in the Chinatown-International District can choose to participate in the program and asked if the committee could assist in getting the word out to as many area businesses as possible.

Jane explained that with the CTR Performance Grants, each employer that participates will need to do a "before participation" and "after participation" survey that will help measure the trip reduction achieved by the program. Non-affected participating businesses will be provided a \$150 stipend for distributing and collecting the surveys, and Metro will handle tallying and analyzing survey results. CTR-affected employers are already required to do an annual survey, and those who participate in the new incentive package will simply use the last annual survey they conducted as their "before" survey.

### **NEXT MEETING**

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The next meeting of the C/ID Transportation Committee is September 22 at 2:00 p.m. at the Panama Tea House.

### **MEETING ADJOURNED**